

TUESDAY, MARCH 24, 1896.

H.M.S. *Plow* arrived to-day from Amoy.H.M.S. *Narcissus* went out for a cruise this morning.

The Hon. Treasurer of the Alice Memorial and Netherland Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—Collected by Li Shi Ying, \$170.

Luxur. W. O. Boothby, R.N., now serving on the *Royal Arthur*, captained an unsuccessful Naval team of Rugby players against Vancouver last month. The local papers are loud in their praises of Boothby as a Rugby player.

Some rifle-shooting enthusiasts sent the scores in the Interport Rifle match to the *Edinburgh Evening Dispatch*, commenting on the excellence of the individual scores, the scores with the Lee-Metford 'reflecting almost as much credit on the losing teams as on the winners.' We hope, when the scores are next sent to the *Edinburgh Evening Dispatch*, that Hongkong will have resumed its old supremacy on the rifle range.

Col. Pennafather, the Inspector-General of the Straits Police, reports against the local enlistment of members of the Police Force. He has applied to the Royal Irish Constabulary for recruits. We note that Colonel Pennafather writes: 'The pawn-games give no help in the recovery of stolen goods, and until the books are kept in Romanized Malay or English, they might almost as well keep some at all.'

Yesterday evening in Albany Street, Wanchai, two coolies were observed by Constable Hoggarth (No. 70) carrying a rather suspicious looking basket. They were going in the direction of the Praya. The basket was covered by a blanket. He called on the coolies to stop so that he might examine the contents of the basket. On his calling out, the coolies dropped the basket and ran off. He gave chase and arrested one of them. The basket was found to contain the dead body of a young girl supposed to have died from plague. The coolie said they had taken the body from a house in Cross Street. On visiting the house the constable found an old woman the only occupant.

A CORRESPONDENT writes as follows to the *Singapore Free Press* on Feb. 21:—Last night—and I was at the China dinner, at which the principal guest was the new Minister to Peking. He has not changed much in appearance since we knew him at Taunglin, but rather more so than, but very young looking still, and with a look of nimbleness and activity in place of the somewhat languid appearance he used to wear. He acquitted himself well in his short speech, saying nothing gracefully, and in a quiet modest tone. Sir Cecil Smith was in the chair. China friends complimented us Straits people on his bearing as chairman, speaking of him as our man rather than theirs.

Last night, the popular Willard Opera Company put on the boards the comical sketch 'Fun on the Bristol' before a fairly large and appreciative audience. Mr. Sheridan on the Widow O'Brien was perfect in the impersonation of that adventurous old lady in search of a Number 3 husband. Miss Vera Patey was up to her usual and well-known efficiency, her merits being too well known to the Hongkong public to necessitate further description. Special praise, however, is due to Miss Whiteford, who is a first-class artist, possessing a very beautiful and powerful voice. Her singing of 'George' was indeed very well rendered. The other artists acquitted themselves very creditably, the pieces not giving them any chance to display their respective abilities.

It is the same old dodge! Why don't they give us a rest. Two young Germans—'uncommemorial travellers'—Messrs Gustav Koegel and Henry Stapp, jun., who are said to be engaged in a pedestrian tour round the world, which they have undertaken to accomplish in two years for the inevitable wage of ten thousand dollars, arrived at Calcutta on the 3rd March. They report having had an adventurous trip so far. Mr. Koegel started from San Francisco, and after crossing to England from New York, sailed from London to Lisbon and walked across Europe to Persia. At Manich, he was joined by Mr. Stapp. The two friends were among the first to give authentic accounts of the horrors which were being perpetrated in Armenia a few months ago. They sailed from Batoum to Kars, thence to Bombay, and from Bombay walked to Madras. From Madras they sailed to Calcutta, where they are to meet their friend Herr Throner, who was temporarily separated from them through illness at Bucharest. After spending a few days in Calcutta the three proceed to China via Upper Burma, and return to San Francisco after visiting Japan. And they called this 'walking' round the world!

Tan total foreign population of Yokohama, including Chinese, is given by the *Manchu* as 8,638. This is composed of 4,559 males and 4,079 females.

Does advertising pay? Perhaps not if you have an iron-clad monopoly of an indispensable article which everybody must have, and must come to you for or go without.

W. Robinson & Co. have 180 Planos for Hire on Monthly Payments, also Planos returned from hire.

It is interesting to read the various apologies for the cold-blooded massacre of the Sulu mothers in British North Borneo. This is the latest—it is written in anticipation of a visit from Sir Charles Mitchell, Governor of the Straits Settlements, in his capacity of High Commissioner:—

Then there is this so-called massacre business of the Spaniards (mutineers). The mere word massacre is an insult to the officers in charge of the matter, imputing as it does a direct intention to murder, whereas their sole object was to apprehend the culprits, without bloodshed if possible, but actual struggle occurred, matters did not happen quite as arranged, but that is nothing unusual. There never was a fight in which everything happened exactly as planned, nor also was there ever a scene of excitement of which any two of the coolies gave exactly the same account. To make any unpleasant incident did it was plainly due to no insufficient number of North Borneo constabulary being on the spot; had there been enough police, no Spaniards need have landed at all. More men could not be spared from Sandakan (the constabulary were just back from a brush with the Sulu and were preparing for a more elaborate expedition against him), and it was absolutely necessary that these Spaniards should be caught (they had murdered a native only the day before by firing blank charges into his face at the Sulu). It was necessary to capture some of the Spaniards had to be landed; and why not, pray? Who, in heaven's name, is injured if a party of foreign matineers and murderers are largely killed in the act of capturing them? Why shouldn't they be killed?

PUNJON MINING COMPANY.

The Secretary of The Punjon Mining Company Limited advises us that he has received the following Report, on work done during the month of February 1896, from the Manager at the Mines:—

Mining.—We have continued to give our best attention to all work coming under this head, and I am pleased to say fair progress has again been made. I am also pleased to be able to tell you that our prospects are more encouraging than they have been for some time. The quality of the ore is of the best, and the fact that much of this ore is being got at and below our Intermediate Level.

August Shaft 200 ft. Level.—We are still without anything of special value to note at this level. The prospect we had commenced to go back to the North Drive on the 10th inst., and on the 12th inst. we had a small quantity of ore, but it was of a low grade, and we are not yet able to say whether it is of any value.

Intermediate Level.—This point is without change to report further than that the ore generally is showing signs of a slight improvement in quality. The Western shaft of ore contributes largely to our output, and the development made daily there is adding to our resources.

New Level.—The various points at work here continue to give a large quantity of ore for the Mill, the output during the month being 544 tons, or more than one half of the total month's output. The quality is payable, and I can still see a large amount of work to be done.

Output.—The output of the mine during the month was 544 tons, or more than one half of the total month's output. The quality is payable, and I can still see a large amount of work to be done.

General.—A great deal of work, which will come before you under specific headings in the near future, has been attended to. The following Planos were completed on the 14th inst., and work commenced on the Concentrators, 12 tons of which yielded 52 ozs. of smelted gold. This with the 448 ozs. 10 dwts. got from the Mill and 2 ozs. 6 dwts. from our Tributaries, makes the month's output 502 ozs. 10 dwts. of gold. I am pleased to tell you, as at the present moment, and I am hoping to see it most useful in treating much of our weathered Concentrators and Tailings now stacked on the Mine. I cannot yet give the cost per ton for treatment but may assure you a good margin will be left as profit. Active measures are being taken in the matter of erecting the water-wheel now lying at Pokau, and already a good beginning has been made in opening the Water Race to the Main Dam so as to bring in the required supply of water. I may tell you we hope to get quite 50 H.P. from this wheel, a great consideration in the fact that that our timber reserves are getting further away every day. Of course, a much bigger and still cheaper scheme will have to be taken in hand at no very distant date. I am sorry to say the disease amongst our cattle caused us great loss and inconvenience. We lost 22 head together, and this, you see, at a time when we could so ill afford it. We are replacing them with the water-buffaloes of the country, an animal apparently not so susceptible to pleuro-pneumonia as the Indian or Siamese bullocks. We are also getting boats so as to be able to handle the dredged etc. near our Main Dam. By this means, and thus do away with sailing wharves, and with the expense of the same.

Cyclone Works.—Mr. Wilson, the new Chemist, arrived here on the 18th inst., and is now at work on test, in the laboratory, preparatory to beginning work on a large scale.

Zabur.—The supply of this was never so good as at the present moment, thanks to the action with the new Opium Farmer.

Feet.—This, I am pleased to say, is fairly good.

Rainfall.—The total Rainfall for the month of March.

MAXIM GUN CORPS CARBINE COMPETITION.

The Maxim Gun Corps held their usual monthly competition on Sunday morning for the subscription cup of the Corps. The cup is a very handsome trophy, and the conditions of the competition were that the winner of it three times in succession became the possessor. On Sunday morning the weather was hazy and the wind though light was very uncertain, which rendered accurate shooting somewhat difficult. At the close of the competition it was found that Corporal Smyth was the winner with a score of 56, and thus having won the cup three times in succession he became the absolute possessor of the same. The cup has been competed for twenty times, and out of these he has won twelve competitions, so that he is thoroughly deserving of his success. It will be noted from the scores appended that Gunner G. P. Lammert was leading by 3 points at 200 yards. Through the kindness of one who has the interests of the Corps at heart another handsome trophy has been promised for competition at the monthly competitions. The following were the five principal scores:—

	200	300	Total
Corporal Smyth	56	50	106
Gunner G. P. Lammert	53	47	100
Corporal Smyth	51	45	96
Gunner G. P. Lammert	49	43	92
Gunner G. P. Lammert	47	41	88

FOOTBALL.

HONGKONG F. C. v. THE NAVY.

The Rugby Section of the Hongkong Club played what is likely to be their concluding game of the season, yesterday afternoon, against the Navy. For the fourth time this season the Navy had to put up with defeat, although they showed great determination in their play and repeatedly brought off some fine passing runs. As a team, however, they were all over inferior to the Club, and the result, 1 goal and 2 tries in favour of the Club, represents about what the result of five matches out of six would be between the same teams. The ground was very hard and really unsafe for Rugby Football, but the players did not appear to trouble much about it, several receiving very hard knocks. The teams were photographed before the game, the Club team photograph including the President (The Hon. J. H. Stewart-Lockhart) and Mr. Browne, the Hon. Secretary of the Club.

We congratulate Captain Potts and the members of his team on the splendid result of their season's play, being as they are, able to boast, if we remember rightly, of an unbeaten record for the season, 1895-1896.

REUTER'S TELEGRAMS.

(SPECIAL TO THE 'CHINA MAIL'.)

LONDON, March 22, 1896.

ITALY AND AETHIOPIA.

The Italian Chamber has voted a further credit for the Abyssinian Expedition.

EGYPT AND THE SOUDAN.

The forces under the command of Sir H. Kitchener has started for Wadyhalfa.

CHEAP FARES TO EUROPE.

The Japan Mail publishes the following:—

The vernacular papers publish a comparative table of passenger fares as charged by the Nippon Yusen Kaisha and foreign steamship companies for the voyage between Japan and London:—

	Nippon Yusen Kaisha.	From Yokohama.
To Hongkong	1st class, 100	2nd 75
To Singapore	1st 115	2nd 80
To Colombo	1st 130	2nd 95
To Port Said	1st 150	2nd 110
To London	1st 200	2nd 150
To London or Antwerp	1st 250	2nd 200
To London	1st 300	2nd 250

From London. P. & O. Steamship Company.

To Port Said	235
To Bombay	255
To Colombo	270
To Singapore	285
To Hongkong or Yokohama	295

A pound sterling being equivalent at present to 3.35 yen in Japanese currency, the fare of the Peninsula and Oriental Steamship Company from London to Yokohama amounts to about 700 yen, against 550 yen charged by the Nippon Yusen Kaisha. A return ticket by the Japanese steamers will cost about 475 yen, so that the double voyage may be made for less than three-fourths of the single fare by the English Company's steamers. That is certainly a very striking comparison.

[This is, of course, a matter to be answered by the P. & O. authorities, but if we mistake not, the P. & O. rates given are not the rates by their steamers; they seem to be mail rates.—E. C. M.]

DAVID CORDELL, a stoker on H.M.S. *Edgar*, is now a inmate of the British Naval Hospital, in consequence of wishing to act as mediator in a dispute between the proprietors of two grogshops at 106, Romaine Road. The grogshop keepers are Joseph Louwville (aka do 'Oriental') a Frenchman, and Victor Lawrence (Chester House), a British West Indian. Louwville owed Lawrence money for rent, and a quarrel arose over the matter. Late on Tuesday evening, when the dispute was at its height, Cordell came in for a drink, and interposed as peacemaker. The matter seemed arranged when Louwville picked a quarrel with Cordell, and without warning drew out a revolver. He discharged several shots at Cordell, and wounded him in both feet, besides sending bullets through the man's right and left legs. Cordell's injuries will confine him to the sick-bed for some long time. The French Consul is inquiring into the affair, the Japanese police having detained Louwville at his own house.—*Japan Mail*, March 22.

W. Robinson & Co. of the *Planos* are guaranteed for the *Planos*. Planos repaired equal to new.

THE OBSTRUCTION TO BRITISH TRADE AT WUHOW.

The following are the most important of the letters in connection with Mr. Andrew's case at Wuchow, sent to us for publication by the Committee of the Chamber of Commerce:—

Wuchow, 18th February, 1896.

Dear Sir,—I have been informed by H.M. Acting Consul at Canton that your Chamber has interested itself in regard to my case against the Chinese officials here and the Viceroy of Canton for preventing the free sale of piece-goods and cotton yarn at this port. For the further information of your members I beg to enclose copy of a proclamation on the subject which was issued by the Prefect here yesterday, at length dated the previous day. You will doubtless be able to get a better translation of it than I can with the limited means at my disposal. Among other things, it says that Chinese merchants are allowed to trade with me, but as my cargo passes into native hands it will be taxed with *leikin* and *duy* again. This, of course, places me in a worse position than I was in before, as what merchant would dare to buy from me on these terms? The amount of what they should be paid is stated; and the words, 'I have been informed by H.M. Acting Consul at Canton that your Chamber has interested itself in regard to my case against the Chinese officials here and the Viceroy of Canton for preventing the free sale of piece-goods and cotton yarn at this port,' are repeated in other words, by having cargo sold by me in their possession. All the merchants look at it in this light and decline to buy my cargo on any consideration.

I have claimed all along that, having paid for my Transit Pass to enter my cargo into the port, I am entitled to get them landed free of all taxes and placed in exactly the same position as similar goods coming up via the barriers and paying the local taxes. Any inland duty which applies to the latter, I think should also be paid by the former, but nothing doing.

I trust the Chamber will do everything in their power to enforce Treaty rights in this case, as, if not, there will never again be such strong proof obtainable and the Transit Pass question, which is vital to British trade, will be lost. I will remain here waiting instructions from H.M. Consul at Canton.—I am, &c., JOHN ANDREW.

To the Secretary of the Hongkong Chamber of Commerce, Hongkong.

Hongkong General Chamber of Commerce, 3rd March, 1896.

My Lord Marquis.—I had the honour, on behalf of this Chamber, to despatch to your Lordship on the 29th ultimo the following telegram:—

'Marquis Salisbury, London. Sale of goods British merchant Mr. Andrew's goods at Wuchow. Canton. West River. Chamber Commerce earnestly submit case moris vigorous action. Letter follows. McCoschie, Chairman.'

Your Lordship will doubtless be this in receipt of the particulars of the case, and in H.M. Consul's letter at Peking and it may now suffice to briefly recapitulate the facts.

About two months ago Mr. John Andrew, a British merchant, left Canton in a native boat full of piece-goods, for which he had taken out a transit pass, and proceeded up the West River to Wuchow. He was there to exhibit to the Chinese authorities, very quickly disposing of a portion of his cargo to native traders. The next day, however, these buyers informed Mr. Andrew that they had been taken delivery of the goods. They had been taken delivery of the goods by the Chinese authorities, and they were now being sold to native traders. Mr. Andrew's goods were now being sold to native traders. Mr. Andrew's goods were now being sold to native traders.

As this case is one in which there is clear and actual proof of the manner in which for many years past the officials of the two Governments have been acting, which Mr. Andrew has been effectively protesting of the principles granted by Art. XXVIII of the Treaty of Tientsin, my Committee desire me to respectfully solicit your Lordship's particular attention to the facts, and to express a hope that it may influence negotiations for the opening up of the West River to foreign trade and steam navigation.—I have, &c.,

A. McCoschie, Esq., Chairman.

The Most Noble The Marquess of Salisbury, Minister of State for Foreign Affairs.

(Translation.)

The British merchant Andrew has lately imported some goods into Wuchow. [The Prefect] has allowed them to pass, leaving him [the said merchant] to bargain and trade with our merchants and people as they please.

The said foreign merchant, in consequence of some statements [et cetera] coming from the eastern provinces [Tung] has positioned for a Proclamation to stop the transit of goods into the port of Wuchow, and saying that the goods were to be sold to native traders. But the real facts are that these statements have already returned to the east, and did not come because of the European merchant selling goods here. I have now received a telegram from the Governor-General, directing me to devise ways and means to have this matter properly settled. I have therefore deemed it fitting to issue this Proclamation. This is therefore to inform you [Chinese merchants and people of all classes] that if you are desirous of buying European goods you can deal with European merchants as you think fit. With regard to the paragraph in the treaty which relates to the free transit of goods, it is to be understood that it is to be applied to the transit of goods from the port of Wuchow to the interior, and not to the transit of goods from the interior to the port of Wuchow. The said paragraph is to be applied to the transit of goods from the port of Wuchow to the interior, and not to the transit of goods from the interior to the port of Wuchow.

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ADMIRAL FREMANTLE ON THE CHINESE AND THE COBLEN SCHOOL.

The following hysterical letter is published in the *Kobe Herald*:—

Sir,—In your good journal of the 11th inst. you quote at length an article by Admiral Fremantle on the Naval Agents of the Japan-China War. In which the Admiral says: 'In England, the peace at any price party and the Cobden School regard that energies should be directed to the action of peace and money making; and though recent events in America and Europe have shown that wars are still the last arguments not only of Kings, but of peoples, the teachings of the free trade league still remain with us, as pious opinions to be accepted at least in theory.' He also says: 'The Chinese have acted consistently on these principles, and have offered us an object lesson of the value of the theory.'

I ask the privilege of criticising the noble Admiral's views on 'the Cobden School.' Cobden was one of the makers of England, by the despised process of encouraging trade and manufacture. England's strength and courage lie today in her financial condition, which was brought about by the application of Cobden's principles.

Why could not England and the United States fight, not because they are the same blood, but because they are so closely bound together by trade. America is not well prepared for war, yet England is no more anxious far than the United States, but as they both stand for Cobdenism and liberty, war becomes unprofitable and absurd. China is not an example of Cobden's principles. China does not encourage either foreign or domestic trade. Comparing what China does commercially, with her capacity for doing, she is weaker than the United States, and a military standpoint. The uniform testimony of those who know the Chinese, say they have all the qualities of good soldiers and sailors. China's weakness, is in not allowing her people to trade freely in and out of the country. Could there be the application of Cobden's principles in the military standpoint, you would hear nothing of her military weakness. The very weakest point in China is her *tax system*, goods in transit from Nanking to Shanghai are taxed six times, think of it! City lands are not taxed at all. Talk of a land that has no post office and call it 'Cobdenism'! One naturally thinks such a man has been 'talking to the marines'!

Give the Chinaman 'a hearth and home' and see if he will not fight for it if need be. Why did the Formosan fight better than the others? They had more to fight for, though they had less to fight with. China is a year round at the war, the financial oppression, just the opposite of Cobdenism, is her weakness. England has had free trade, and America, though burdened by a foolish tariff, has had free internal trade and comparatively free trade (homestead law) till lately, and these have made them the greatest and strongest nations in the world. China, however, and men make nations and give that 'infinitesimal capacity,' of which Lord Derby spoke so wisely.

Sir William Harcourt's budget, by taxing inheritance put millions in the treasury and thereby did more to brace the nerve of England than when she defied the world's fleets and armies could. 'Give me freedom or give me death.' The former preferred!

CHAS. E. GARST.

16 Teakley, Tokio, March 13th, 1896.

P.S.—Why did England instruct this same Admiral not to allow Japan to attack Shanghai? Because the Cobdenism which made a Shanghai a possibility, and gave England the power to so order thought it proper to protect the same. China is a year round at the war, the financial oppression, just the opposite of Cobdenism, is her weakness. England has had free trade, and America, though burdened by a foolish tariff, has had free internal trade and comparatively free trade (homestead law) till lately, and these have made them the greatest and strongest nations in the world. China, however, and men make nations and give that 'infinitesimal capacity,' of which Lord Derby spoke so wisely.

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A FLEA FOR LOWER CABLE RATES.

In the course of an article disseminating the lowering of cable rates to the Far East, *The Economist* says:—

With regard to South Africa the arrangement is equally satisfactory alike to the Telegraph Companies and to the public at large. The home and South African Governments of different denominations—including the somewhat intricate but honest, honest, and honest to the world's eye, lately, he it observed—have come to an agreement which Sir John Pender on behalf of the Companies unhesitatingly declared would ensure them 15 years' prosperity. However the benefits are to be mutual, for the public get their share in the shape of a reduction from 8s. 6d. to 6s. 6d. per unit (telegram) and from 2s. 4d. to 1s. 8d. per word in press messages. This reduction of tariff has produced so large an increase in traffic as in four years to extinguish the loss to the Companies and the guaranteeing Governments, and has led to a still further reduction of 4d. per unit on public telegrams.

It is better news than a reduction of the rates of the India and Australasia cables, and surely India with its extending commercial relations will not lag behind if only an equal chance be given her. Then the Companies would be gainers in another particular. It is to their interest that small messages shall be sent in telegraphing, for the shorter the word the more the telegraph companies are likely to make. The simpler for transmitter and translator. Under the existing Code system the unit of measurement in a traffic message is a word of ten letters; but there can be no question that simpler words would be used, and thus time and trouble saved. That there is growing need for the means of communication. Moreover, the use of codes, which at best is but a cumbersome and to a degree unscientific method of transmitting information and instruction, would be speedily supplanted, and concise, pithy, easily intelligible messages would become general. That there is growing need for the means of communication. Moreover, the use of codes, which at best is but a cumbersome and to a degree unscientific method of transmitting information and instruction, would be speedily supplanted, and concise, pithy, easily intelligible messages would become general.

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LATE TELEGRAMS.

(Via India.)

THE NAVY OF THE NAVY.

London, Mar. 3.—Mr. Goschen, in his speech last night, when bringing forward the Navy Estimates, stated that it was not intended at present to ask Parliament to vote money for a dock at Mauritius and Simonstown but merely to ask for money for preliminary surveys. It was understood, he said, to propose the new docks in question until these surveys had been completed.

(From Japanese Papers.)

THE FLUENT AT HONGKONG.

Tokyo, Mar. 14.—The Japanese Consul at Hongkong has been requested to furnish a report as to the number of plague cases and deaths that have occurred in Hongkong this year, and also as to the present extent of the epidemic. The information is desired for the guidance of the Quarantine authorities.

MARQUIS YAMAGATA'S VISIT TO RUSSIA.

Tokyo, Mar. 14.—A secret Council, attended by Marquis Yamagata, was held yesterday at the official residence of the Minister for Foreign Affairs, at which it was understood the basis of the negotiations which Marquis Yamagata is empowered to carry on with the Russian Government was finally settled.

Mar. 15.—Marquis Yamagata and party went on board the *Coptic* this morning at 11 a.m. A large number of Government officials and others were present at the station on his arrival at Yokohama, and saw him off at the harbor.

H.M.S. *Edgar* leaves Yokohama on Monday.

next (23rd inst.) for Kobe, where she is to meet Earl Spencer and party on the

NOTICES TO CONSIGNEES.

FROM HAMBURG, PENANG AND SINGAPORE.

THE Steamship *Nile*, Capt. G. E. PRAV, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. To-day.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have been landed, and all Goods remaining undelivered after the 25th Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th Inst., at 3 p.m. No Fire Insurance has been effected.

Hongkong, March 21, 1896. 618

STEAMSHIP YARRA.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex S.S. *Norddeutscher Lloyd*, from Havre ex S.S. *Prinz Heinrich*, and from Bordeaux ex S.S. *Prinzess Alice*, in connection with the above Steamers, are hereby informed that their Goods are being landed and stored at their risks into the Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded, unless intimation is received from the Consignees before 2 p.m. To-day (Saturday), the 21st Inst., requesting it to be landed here.

Bills of Lading will be counter-signed by the Undersigned.

Goods remaining undelivered after Saturday, the 28th March, at Noon, will be subject to rent, and landing charges.

All Claims must be sent in to me on or before Saturday, the 28th March, or they will not be recognized.

All Damaged Packages will be examined on Friday, the 27th March, at 3 p.m. No Fire Insurance has been effected.

Hongkong, March 21, 1896. 621

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from TACOMA, WASH., VICTORIA, (B.C.), and places beyond, for Company's steamer to be put back to Port Townsend (Wash.), owing to break-down of Machinery, are hereby notified that before delivery of their Cargo will be granted, they will be required to furnish particulars and values, and sign the Average Bond, and pay to the Undersigned a Deposit of Eighty per cent (80%) of the value.

The S.S. *Stratford* is due here about the 21st Instant.

DODWELL, CARLILL & Co., General Agents.

Hongkong, March 14, 1896. 583

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

NOTICE TO CONSIGNEES AND UNDERWRITERS.

NOTICE is hereby given that ALL CARGO from HONGKONG, TACOMA, WASH., VICTORIA, (B.C.), and places beyond, for S.S. *Hankow*, has been transhipped at YOKOHAMA per S.S. *Stratford*, due here about the 21st Instant.

DODWELL, CARLILL & Co., General Agents.

Hongkong, March 13, 1896. 575

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES AND UNDERWRITERS.

NOTICE is hereby given that ALL CARGO from HONGKONG, TACOMA, WASH., VICTORIA, (B.C.), and places beyond, for S.S. *City of Peking*, has been transhipped at YOKOHAMA per S.S. *Stratford*, due here about the 21st Instant.

J. S. VAN BUREN, Agent.

Hongkong, March 21, 1896. 629

THE REVENUE OF CHINA.

A SERIES OF ARTICLES, Reprinted from 'The China Mail' WITH AN APPENDIX.

THIS PAMPHLET is now ready, and may be had at the Office of JESSE PARRIS, Messrs. LANE, CHAMFORD & Co.'s, Messrs. KELLY & WATSON, and Mr. W. BREWSTER.

Price, 50 Cents.

RIGAUD'S KANANGA WATER

OF JAPAN

(REGISTERED)

The most delightfully refreshing Water. It renders the skin fine, relieves most of the ailments, and imparts a delicate fragrance and feeling of comfort.

RIGAUD'S CHOICEST NEW EXTRACTS

KANANGA GRACIOSA

LOUIS XV. IRIS BLANC

ASCANIO IRIS AMBRE

LUCRECIA YLANGILANG

LILAS DE PERSE PEAU D'ESPAGNE

BOUQUET D'ALYSEE WHITE VIOLETS

BOUQUET ROYAL WHITE HELIOTROPE

ROSE LILY OF THE VALLEY

RIGAUD & Co. PARFUMERS - PARIS.

For Sale by A. S. WATSON & Co., Chemists.

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & POOCHOW.

The Co's Steamship *Nanzai*, Captain HALL, will be despatched for the above Ports on THURSDAY, the 26th Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, March 23, 1896. 631

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.

The Co's Steamship *Yuenan*, Captain W. WANDLOVE, will be despatched for the above Ports on THURSDAY, the 26th Inst., at 5 p.m.

This Steamer has superior Accommodation for First-class Passengers.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, March 23, 1896. 634

FOR NEW YORK VIA SUEZ CANAL.

(Following the S.S. *Falloon* Hall).The Steamship *Queen Olga*, Captain HALL, will be despatched for the above Port on or about 15th March.

For Freight, apply to SHEWAN & Co.

Hongkong, February 25, 1896. 449

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.

The Co's Steamship *Taiwan*, Captain G. R. RANNEY, will be despatched on FRIDAY, the 27th Inst., at 3 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engine Room. Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, March 23, 1896. 638

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, NAGASAKI, MOJI, KOBE AND YOKOHAMA.

The Co's Steamship *Kintoch*, Captain C. DE LA PERRELLE, will be despatched for the above Ports on SATURDAY, the 28th Inst., at Noon.

For Freight, etc., apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, March 23, 1896. 630

SHELL LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

(Taking Cargo at through rates to COPEHAGEN, STOCKHOLM, NORRKOPING, GEFLE, DANTZIG and KONGSBERG, with transshipment to HAMBURG.)

The Co's Steamship *Telera*, Captain T. G. SCOTT, will be despatched for the above Ports on SATURDAY, the 28th Instant, instead of as previously advertised.

For Freight, apply to ARNHOLD, KARBERG & Co., Agents.

Hongkong, March 23, 1896. 626

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

STEAM FOR COLOMBO, BOMBAY, PORT SAID, LONDON AND ANTWERP.

The Co's Steamship *Tokumaru*, Captain GUYE, will be despatched for the above Ports on or about THURSDAY, the 2nd April.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, March 9, 1896. 589

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co's Steamship *Nestor*, Captain ASQUITH, will be despatched for the above Port on WEDNESDAY, the 1st April.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, March 18, 1896. 533

GLEN LINE OF STEAM PACKETS.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship *Clontarf*, Captain GUYE, will be despatched for the above Port on or about THURSDAY, the 2nd April.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, March 18, 1896. 670

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co's Steamship *Dardanus*, Captain GUYE, will be despatched for the above Port on WEDNESDAY, the 4th April.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, March 23, 1896. 637

Shipping.

Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE.

The Steamship *Chongha*, Captain WILLIAMS, will be despatched on MONDAY, the 30th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, March 23, 1896. 635

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

The Steamship *Chingta*, Captain INNES, will be despatched on MONDAY, the 6th April.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, March 23, 1896. 636

SHELL LINE OF STEAMERS.

FOR HAVRE AND LONDON.

The Co's Steamship *Turbo*, Captain J. MOSES, will be despatched for the above Port on FRIDAY, the 10th April.

For Freight, apply to ARNHOLD, KARBERG & Co., Agents.

Hongkong, March 23, 1896. 633

RICKMERS REGULAR LINE OF STEAMERS.

FOR MARSEILLES, BREMEN AND HAMBURG.

(Taking Cargo at through rates to RED SEA PORTS, MEDITERRANEAN AND BLACK SEA PORTS.)

The Co's Steamship *Lothar Rickmers*, Captain PARE, will be despatched for the above Port on FRIDAY, the 17th April, instead of as previously advertised.

For Freight, apply to ARNHOLD, KARBERG & Co., Agents.

Hongkong, March 23, 1896. 599

Sailing Vessels.

FOR SAN FRANCISCO.

The 100 A.T. British Ship *Brookfield*, Captain PARE, will load here for the above Port, and will have quick dispatch.

For Freight, apply to SHEWAN & Co.

Hongkong, December 5, 1895. 2277

FOR SAN FRANCISCO.

The 100 A.T. British Ship *Queen Elizabeth*, Captain PARE, will load here for the above Port, and will have quick dispatch.

For Freight, apply to SHEWAN & Co.

Hongkong, February 18, 1896. 838

FOR SAN FRANCISCO.

The American Barque *Coloma*, Captain PARE, will load here for the above Port, and will have quick dispatch.

For Freight, apply to SHEWAN & Co.

Hongkong, March 3, 1896. 480

Mails.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG. PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, HALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

<i>Frederick</i>	Tuesday	March 31.
<i>Sachsen</i>	Tuesday	April 26.
<i>Karlruhe</i>	Tuesday	May 26.
<i>Prinz Heinrich</i>	Tuesday	June 23.
<i>Preussen</i>	Tuesday	July 21.
<i>Sachsen</i>	Tuesday	August 18.
<i>Karlruhe</i>	Tuesday	September 15.
<i>Prinz Heinrich</i>	Tuesday	October 13.
<i>Preussen</i>	Tuesday	November 10.

ON TUESDAY, the 31st day of March, 1896, at 9 a.m., the Company's S.S. *PREUSSEN*, Captain HUBBARD, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on SATURDAY, the 28th March, and Parcels will be received on board until 5 p.m., on MONDAY, the 30th March, and Parcels will be received at the Agency's Office until Noon, on MONDAY, the 30th March. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation, and carries a Doctor and Stewards.

Lions can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, March 9, 1896. 923

Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Nagasaki, Kobe, Inland Sea and Yokohama)	Tuesday, Mar. 31, at noon.
China (via Nagasaki, Kobe, Inland Sea and Yokohama)	Thursday, April 16, at noon.
Port of Spain (via Nagasaki, Kobe, Inland Sea and Yokohama)	Sunday, May 3, at daylight.

THE U. S. Mail Steamship *CITY OF PEKING* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on TUESDAY, the 31st March, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER & RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the choice of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER & RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for trans-shipment to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 5 p.m., the day previous to sailing. Parcels will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sausalito Bay, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, March 11, 1896. 549

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

<i>Doric</i> (via Nagasaki, Kobe, Inland Sea and Yokohama)	Wednesday, April 8, at noon.
<i>Belgia</i> (via Nagasaki, Kobe, Inland Sea and Yokohama)	Saturday, April 25, at noon.
<i>Coptic</i> (via Nagasaki, Kobe, Inland Sea and Yokohama)	Wednesday, May 13, at noon.

THE Steamship *DORIC* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on WEDNESDAY, the 8th April, at Noon, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent; this allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full; and some will be received at the Company's Office until 5 p.m., the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight and Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, March 21, 1896. 923

Mails.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

The Steamship *ROSETTA*, Captain G. K. WATSON, R.N.R., carrying Her Majesty's Mail, will be despatched from this for BOMBAY, &c., on THURSDAY, the 28th March, at Noon, taking Passengers and Cargo for the above Ports.(This Steamer connects at Bombay with the S.S. *AUSTRALIA*, leaving that port on the 13th APRIL, for LONDON Direct.)

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to ALF. WOOLLEY, Acting Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, March 18, 1896. 678

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE AND BORDEAUX.

ALSO PORTS OF BRAZIL & RIVER PLATE.

ON WEDNESDAY, the 1st April, at 10 p.m., the Company's S.S. *ESTIMON*, Captain DELACROIX, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES via BOMBAY.The Steamer connects at COLOMBO with the S.S. *Armand Belin*, which vessel takes on her Passengers and Mails, leaving that Port on the 12th April, direct to SAIGON, PORT SAID and MARSEILLES.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m., on the 31st March. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply to Company's Office.

C. TOURAINE, Acting Agent.

Hongkong, March 18, 1896. 607

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

The attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN Cities of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON, \$400. Excellent accommodation. First class Table, Doctors and Stewards carried.

HONGKONG TO NEW YORK, \$650. The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK. Passengers to EUROPE may proceed by one of

Intimations

W. ROBINSON & Co.

Magnificent New Piano Show Rooms, Connaught House.



Our "Popular"
PIANO,
handsome, full toned
strong and
guaranteed wear
\$325 to \$385.
A PIANO of very
superior make and
style and well worth
\$70 more.

38

was not dislodged. He was able to say, Mr. Gorman added, that one relation with the Government was for the purpose of having a reference to the necessity for a powerful fleet.

GREAT BRITAIN'S NAVY.
LONDON, 27th.—General Lord Wolseley, speaking in London yesterday, said, increasing the navy as Great Britain's chief defence, and he pressed the opinion that, in the event of war, it would be impossible to sever our

would follow from complete severance of ties. The general prohibition still remained in force, and he said that the Government were of the opinion that the Government were offering difficulties to priests in their spiritual directions, are to be referred for consideration to the Government. In Washington, instead of being sent, as heretofore, to the Congregation in Rome.

ARTISTS REGORGED BY FLAMING.
PARIS, 26th.—A number of medals upon which decorations have been conferred by the French Government during the past

TIM HEALY'S PLAN FOR HOME RULE.
London, Feb. 27.—Mr Timothy Healy, in addressing the Irish National Federation at Dublin, said that the Government of the year was made public to-day by the Minister des Beaux Arts. The list was an unusually short one, there being only four names upon it. The only American men-

at Dublin today, accused Mr John Dillon of getting himself elected to the chairmanship of the party in order to be in a position to regard the feelings of the country. His proposition entitled him to forbearance as long as he kept within the broad policy. Mr Healy would rather see Ireland governed by a Crown colony, he said, than as it was now governed. "If, when the Liberals are returned to power," he said, "nothing is done for England by Mr Gladstone, the Irish members would move our expulsion from Parliament. After a few years of governing Ireland without representatives at Westminster, fear would probably induce England to grant some kind of national council, and then we would be in a position to consider the question of a new constitution."

which would eventually broaden into an Irish parliament.'

YACHTING GOSSIP.

London, Feb. 29.—It is announced that the Emperor William has decided to visit Cowes for the purpose of racing his new

Worth a Guinea a Box.
FOR BILIOUS AND NERVOUS
DISORDERS,
Sick Headache, Loss of Appetite,
Scurvy and Blotches on the Skin,
Disturbed Sleep, &c.

Motor (see Cutter being built by the Hon. Messrs. Glasgow, under the shed used for the *King's Yacht* *1884*) according to the design of George L. Watson) during the famed regatta week of the Royal Yacht Squadron. Such being the case, it is admitted he "will have to use much labour to avoid any excessive expenditures."

SCANDAL IN GLASGOW.

London, Feb. 29.—James Kirk Hardie, the late Socialist Labor leader, has made discoveries in Glasgow similar to those uncovered in London.

published by Mr. W. I. Stead in London and published in 1895 in the *Pall Mall Gazette*. Mr. Hardie's revelations have been published in language that is even franker than those that employed by Mr. Stead in his statements respecting offences against young women and children. Well known commercial and religious men of Glasgow and the municipal authorities are pilloried by Mr. Hardie for their offences against humanity, and it is shown that this model town, which we supposed free had been established, has become a secret pandemonium of immorality.

THE POST LAUREATE.
 London, Feb. 20.—Alfred Austin, Post Laureate, is still meeting with much ridicule, especially regarding his confusion over Jameson's raid. So much so that the Commissioner finally reached the House of Commons yesterday, when Mr. J. Parker Smith, a Liberal-Unionist member of the British

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. W. G. Allen	Mr. W. Lawson
Mr. B. G. Bridges	Capt. and Mrs. Lloyd
Miss Barrett	Mr. Martell
Mr. E. Bekkey	Col. and Mrs. Sant
Baron and Baroness Maria	
de Boisblanc	Rev. and Mrs. Mason
Mr. J. W. Bolles	Mr. Meallum
and Mrs. A. H. Comdant de Moalpine,	
Bottenheim	B.N.
Mr. Anton Broetje	Mr. R. E. McBrinn
Vice-Admiral and Mrs. & Mrs. O. Mooney	
A. Euler, maid and wife	
	Mr. E. Ormiston
Master Edward Buller	and Mrs. Palmer
Mr. A. S. Cawright	Mr. and Mrs. Palmer
Mr. W. J. Cantor	Master and Mrs. Palmer

Captain and Laureate, a handsome, jovial, and
 courteous gentleman, was engaged in
 conversation. He suggested that Mr
 Austin's patriotic ballads should be sub-
 mitted to the censorship of the Lord Cham-
 berlain, or, he airily added, 'some other
 Minister.' Mr J. W. Swift, M.P., muni-
 cipal councillor, and member of the Division
 of Donegal, asked if the Laureate's inter-
 ference was not privileged, inasmuch as he
 was the substitute for a court justice. Mr
 J. J. Balfour, replying for the Government,
 said, he did not think any department of
 the Government was competent to exercise
 political censorship. The incident oc-
 curred much laughter, and if the un-
 fortunate Poet Laureate had been permitted
 to hear the criticisms passed upon his verse
 there is no doubt he would have felt
 that the great gift of being practically cas-
 tigated against public ridicule.

BACK FROM ASHANTI.
 London, Feb. 20.—The British troops

Capt. and Mrs H. K. berton	Mrs A. Percival
Qarey	Mr and Mrs Percival
Mr Eugene Chesselier	Surg.-Col. Preston
Mr T. Clifford	Mr H. Price
Mr G. C. Oughan	Mr Pybus
Mr P. B. Donagan	Mr R. Randle
Lord Dornier	Mr C. Roghe
Mr W. A. Daff	Mr A. Saby
Mr J. B. Duncan	Mr & Mrs Sheenstone
Mr and Mrs Owsar	Miss Shenstone
Mr D. Duff	Mr and Mrs Sheridan
Mr G. Fenwick	Mr and Mrs St. John
Mr H. K. O. Fisher	Mrs J. T. Smith
Dr J. W. Cranley	Miss Smith
Mr A. Feuch	Miss Summers
Dr G. F. Gentner	Mr and Mrs G. O.
Mr G. G. G. G. G.	Mr Taylor
Major & Mrs Hanham	Mrs J. P.
Mr E. S. Hardenbrook	Thomas
Mr G. Harris	Mr R. L. Thomas
Mr J. J. Hour	Mr H. E. Tomkins
Miss Hogg	Capt. F. Townshend
Mr H. H. Hogg	Captain Veston
Mr T. Howard	

which formed part of the Ashanti expedition returned to London on Thursday in a ship dispirited, though not in bad condition. The Emperor has enthusiastically welcomed the marchers through the city from the docks, where they landed to their barracks in the west part of London.

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GREAT BRITAIN AND GERMANY.
Berlin, Feb. 29.—The conviction is fast growing here that Great Britain's hostile attitude to Germany must be considered a political factor of permanence, and that the friendly entente which has recently grown out of events between Germany, Russia and France, must be regarded as a lasting feature of Germany's foreign policy. The correspondence of the Associated Press in this city has been informed by an official of the foreign Office that the Emperor gives tangible expression of his desire for closer and

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 Major W. Jameson
 Mr Morton Jones
 Mr R. S. Judah
 Mr J. Kinghorn
 Mrs C. F. King
 Mr W. Krumme
 Mr and Mrs Norton
 Kysho

Mr Wolschke
 Mr C. S. Williams
 Mr and Mrs H. C. Williams
 Mr J. E. Williams
 Mr T. S. Woods
 Commander and Mrs Wyley
 Mrs Wyley and Mrs Norton
 Mrs Wyley and govern-
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PEAR HOTEL.
 Mr and Mrs A. Oshp Mr W. Nicholson
 man and 3 children Mr for the Hon. and
 Miss Coo Mr E. Noel and
 Miss Van Oorbach child
 Mr W. S. Harrison Col. and Mrs Norcott,
 Mr Harvey child and nurse

more amicable relations with Russia, in accordance to General Von Werder, former German Ambassador at St. Petersburg, and the German Ambassador of the Crimean war, sent a letter to Nicholas II., in which the Emperor William expresses his friendship to the Czar, and promises to attend the coronation fetes at Moscow. This is most significant, as it is the first time in history that a German Emperor or King has personally witnessed the coronation of the Czar, and the Emperor will thereby testify openly to his wish for more intimate Sino-German relations. General Von Werder will attend the Czar's guest list throughout the coronation fetes.

It is stated that the estrangement between the Emperor William and his brother, since Henry of Prussia, has been bridged, and that affectionate letters have been exchanged between them during the past few months. Prince Louis, who attended his projected visit to Queen Victoria,

Mr and Mrs Geo. M. F. Sheldon
Holmes
Mr F. C. McCallum
Mr and Mrs Findlay
Mr Hugh Macdonald
Smith and family
Mr C. A. D. Mel-Mor
Stokes
bourne
Rev. and Mrs G. R.
Major and Mrs G. K. Vallings.
Moore
Mr David Wood

WINCHESTER HOTEL.

Mr E. Aris	Dr Mills
Mr and Mrs Bagby	Mr John Naranth
Mr B. B. Bond	Mr and Mrs Parker
Mr B. Blathway	Miss Parker
Mr Raymond Blath-	Miss Mary Parker
way	Mr McCarthy Ray
Mr Brisco	Miss Ray
Mr James Butler	Mr G. Reddick
Mr C. B. Curtis	Mr and Mrs W. Ro-
Mr G. P. Dodge	binson
Mr Fitzgerald	Mr R. Rubenmoe
Mr L. A. Grindlay	Capt. Seibert

Chicago, Feb. 28.—The Review, a Catholic newspaper from this city, publishes an important decree of the Roman propaganda, given at Rome under date of January 18th, 1890, which modifies considerably the decree previously issued last year, and which forbade the publication of the societies of Odd Fellows, of the Knights of Pythias and Sons of Temperance, who had belonged to these societies since the publication of the synodical decree, are now allowed to retain their names	Mr H. J. Hansen Mr H. Hise Mr J. C. Taylor Mr Wm. James Mr G. A. Laanille Col. J. C. Townsend Mrs Maddor Mr Edwin Ward Mr J. Margelin Mr and Mrs W. A. Watson Capt. E. A. Wendt Mr Wertheimer Mr E. R. Wheeler Mr and Mrs J. M. Wood Mr and Mrs L. M. Wau
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Sailing Vessels.							
Charon Wattana	3	c	Hook	Siam. bge.	675	Mar. 8	Chinese
Colona	2	c	Noyes	Amer. bge.	852	Jan. 9	Captain
Elizabeth	2	c	Char.	bge.	460	Mar. 21	Master
Emerald	2	c	Harris	Brit. sh.	139	Mar. 10	Captain
Glen Caladi	1	c	Lumont	Brit. bge.	466	Mar. 1	Gulman & Co. "
Highland Forest	2	c	Dermody	Brit. bge.	955	Jan. 3	Jardine, Matheson & Co.
Lucy A. Nickels	2	c	Nichols	Amer. bge.	1380	Mar. 24	Standard Oil Co.
Queen Elizabeth	2	c	Walton	Brit. sh.	1701	Mar. 21	Stewart & Co.
Santa Anna	2	c	Manzanillo	Julian bge.	648	Mar. 2	Simsen & Co.
Sam O'Sullivan	2	c	Peabody	Amer. sh.	1622	Feb. 17	Captain

Name.	Reg.	Tons.	Guns.	A.H.P.	Captain.	Where at.
Andalus	two-screw cruiser 2nd class	3600	21	7000	Captain Robert L. Groome	Singapore
Arctur	despatch-vessel	1700	12	3150	Commander F. G. de Lisle	Hongkong
Archer	cruiser 3rd class	1770	16	2200	Comd. C. E. Kingsmill	Canton
Centurion	twinscrew battle ship	10,300	41	13,000	Captain Sp. neer H. Login	Hongkong
Dajane	ship	1148	16	1400	Commander A. C. Galloway	Shanghai
Edgar	two-screw cruiser 1st class	7350	31	10,000	Capt. William H. Henderson	Tokohana
Edgar	g-b. 3rd class coast defence	393	9	340	Comd. H. B. Loring	Hankow
Esmerald	gunboat 2nd class	455	6	400	Lieut.-Com. Vernon Maud	Hankow
Furber	storeship	16 0	—	8 1/2	Commander F. W. Wyley	Hongkong
Immaculate	armoured cruiser	5600	34	8600	Captain Edward Gitchester	Hongkong
Janet	gun-vessel 2nd class	766	8	1050	Commander R. O. Sparke	Tientsin
Narcissus	armoured cruiser	6300	34	8,500	Commander H. B. Long	On a cruise
Peacock	gunboat 1st class	750	10	1200	Lieut.-Com. H. J. D. Laxton	Singapore
Peacock	gunboat 1st class	755	10	1250	Lieut.-Com. Henry Adair	Hongkong
Plava	gunboat	3600	21	7000	Capt. Henry C. Buge	Hongkong
Plava	gunboat 1st class	755	10	1200	Lieut. Spencer V. de Horsey	Hongkong
Porpoise	cruiser 3rd class	1770	16	2200	Commander E. K. Kelly	Nagasaki
Rainbow	cruiser	3600	21	7000	Captain Wm. O. C. Forsyth	Chemulpo
Rattles	gunboat 1st class	715	10	1200	Lieut.-Com. Hugh Cotesworth	Newchwang
Rodope	gunboat 1st class	805	10	1200	Lieut.-Com. E. H. Grafton	Hongkong
Spartan	two-screw cruiser 2nd class	3600	21	7000	Captain Alfred L. Winsloe	Shanghai
Swift	gun-vessel 2nd class	756	8	1010	Commander R. K. Malphine	Khoan Doak
Swift	coast transport	2047	—	—	—	Hongkong
Wend	g-b. 3rd class coast defence	383	5	340	—	Hongkong
Wounded	armoured cruiser	5600	34	8600	Captain John S. Hallifax	Singapore
Ytter	rescueing ship	5157	14	—	Commodore Boyes	Hongkong
Ytter	coast defence ship, armoured	2760	12	1450	—	Hongkong

Name.	Flag and Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Imrial Korniof	Russian cruiser	4250	32	6030	Captain Eitchanoff	Kobe
Imrial Nakhimov	Russian flag ship	32	32	9500	Captain Koshchirinskoff	Nagasaki
Isabara	Austrian gunboat	650	5	—	—	on route
Leut	Russian gunboat	810	2	730	Captain Parunego	Vladivostok
Leut	French cruiser	4330	30	8900	Captain Boust	Hongkong
Leut	German cruiser	2370	18	2400	Captain A. Sarnow	Nagasaki
Leut	French gunboat	475	4	460	Commander Journef	Bangkok
Leut	French flag ship	6010	25	4400	Commander Fortin	Hongkong
Leut	French wooden sloop	1350	14	—	Captain Ternet	Yokohama
Leut	Portuguese gunboat	492	5	400	Lt. Pedro de Azavedo Coutinho	Nagasaki
Leut	Russian sloop	950	13	1160	Captain Evrisky	Nagasaki
Leut	U. S. cruiser	—	—	—	Captain F. Wildes	Nagasaki
Leut	Spanish cruiser	3290	22	4400	Capt. Enrique Sanlola	Manila
Leut	U. S. cruiser	4042	22	6665	Capt. Coffin	Nagasaki
Leut	French gunboat	495	4	500	Capt. Maude	Shanghai
Leut	U. S. cruiser	1700	10	2400	Capt. Craig	Nagasaki
Leut	U. S. cruiser	2090	16	6400	Commander John Stark Newell	Shanghai
Leut	Spanish cruiser	1200	4	—	Capt. Duelo	Manila
Leut	Spanish cruiser	1150	14	1500	Commander R. P. de Bonauro	Manila
Leut	French cruiser	3535	19	4800	Captain Bayle	Saigon
Leut	French cruiser	2350	23	2750	Captain Delort	Nagasaki
Leut	Russian gunboat	400	8	5605	—	Kobe
Leut	Spanish gun-ruessel	—	—	—	Capt. Ramon Roehiquet Freijillo	Hongkong
Leut	Russian gunboat	1490	12	1330	Capt. Bouchon	Shanghai
Leut	German gunboat	490	4	340	Capt. Linde, Ingenold	Osaka
Leut	Russian ironclad	8300	32	8000	Capt. Foelkerham	Nagasaki
Leut	German cruiser	4400	22	8000	Capt. von Dreeky	Nagasaki
Leut	French cruiser	4380	22	8000	Captain Rivet	Nagasaki
Leut	German flag ship	7977	15	2150	Capt. Jaeschke	Nagasaki
Leut	Russian sloop	1200	9	—	Capt. Liestroem	Nagasaki
Leut	German cruiser	1040	8	2800	Capt. Brinkmann	Nagasaki
Leut	Russian sloop	1330	13	1200	Capt. Beklemiehoff	Nagasaki
Leut	French gunboat	560	6	600	Lieutenant Gatchel	Saigon
Leut	French gunboat	490	4	500	Lieut. Com. Gueydon	Hongkong
Leut	U. S. cruiser	1060	16	1600	Commander Houston	Chemulpo
Leut	Spanish transport	1047	2	1000	Captain Vimira	Manila
Leut	Russian sloop	1200	8	1400	Commander Fotiolopak	Nagasaki
Leut	U. S. sloop	1370	6	850	Com. Brierley	Tsushima
Leut	U. S. flag ship	5800	14	13,500	Captain J. J. Read	Wangtung
Leut	Russian gunboat	1490	12	2000	Captain Barchin	Nagasaki
Leut	Russian cruiser	6060	33	8000	Captain Rodionoff	Nagasaki
Leut	French gunboat	545	8	450	Lieut. Commander Vidal	Bangkok
Leut	German cruiser	4400	22	8000	Captain von Holtzendorff	K'ion Dock
Leut	Spanish gunboat	590	18	4800	Com'dr Jose Warleta	Manila
Leut	Russian ironclad	10,923	20	15,200	—	Singapore
Leut	Russian cruiser	950	13	1120	Captain Barneff	Vladivostok
Leut	German cruiser	2100	14	2100	Captain Antonoff	Vladivostok
Leut	French cruiser	4650	21	2400	Captain Herling	Nankong
Leut	French gunboat	420	4	425	Commander Contella	Saigon
Leut	U. S. cruiser	1760	16	3860	Commander Stockton	Bangkok
Leut	Russian cruiser	1400	12	1470	Captain Ledebef	Yokohama

seconds of actual fighting. Fitzsimmons played the same old game he has so oft

As Maher fell to the floor, Fitzsimmons
hopped back, his eyes sparkling and
his hands playing around his mouth. He gaze
on his fallen foe for about three seconds
and then walked over to his corner and sat
down. Julian, McCoy and Everhard

to the official reports on the wheat and
and in various countries, which are now
prepared, repudiated having said any-
which would fairly be considered as an
announcement of protection.

THE VENEZUELAN CASE.

By the *Chronicle* to-day
Sir Frederick Pollock, Professor of
at Oxford University, has
the manuscript of the British case
the Venezuelan dispute, and it is now in
the hands of the officials of the Foreign
Office. The *Westminster Gazette* says Sir
Frederick Pollock's manuscript does not
attach any importance to the Schomburgk

HOISTED THE CUBAN FLAG.

Paris, Feb. 26.—A disturbance took
place in front of the offices of the *Politique*
growing out of the fact that the

...and, 'is not one of weakness, but of
...dom to act independently. This had
...and misunderstandings. But it might
...supposed that recent complications have
...in our neighbors that the national
...is not dead and that on certain occa-
...sions we might be combustible. Without
...telling secrets, I might say that a very
...distinguished statesman, not Prince Bi-
...gli, has been convinced for years that
...and could not be moved to war by any

which would eventually broaden into an Irish parliament.'

YACHTING GOSSIP.

London, Feb. 29.—It is announced that the Emperor William has decided to visit Cowes for the purpose of racing his new

Worth a Guinea a Box.

FOR BILIOUS AND NERVOUS DISORDERS, Sick Headache, Loss of Appetite, Scurvy and Blotches on the Skin, Disturbed Sleep, &c.

which formed part of the Ashanti expedition returned to London on Thursday in a ship dispirited, though not in bad condition. The Emperor has enthusiastically welcomed the marchers through the city from the docks, where they landed to their barracks in the west part of London.

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Capt. and Mrs Hunt	Mr C. S. Williams	
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Mr Morton Jones	Williams	
Mr R. S. Judah	Mr J. E. Williams	
Mr R. Kinghorn	Mr T. B. Woods	
Mrs C. F. Kieg	Commander and Mrs	
Mr W. Krumme	Wyley	
Mr and Mrs Norton	Miss Wyley and gover-	ness
Kysha		

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Mr and Mrs A. Chap-	Mr W. Nicholson	
man and 3 children	Mr E. Hon.	and
Miss Cou	Mrs E. Noel	and
Capt van Corbach	child	
Mr W. S. Harrison	Cot. and Mrs Norcott,	
Mr Harvey	child and nurse	

Mr H. J. Hauben
Mr H. Hine
Mr E. Huy
Mr G. A. Lascelles
Mrs Maddox
Mr J. Margolin
Mr and Mrs W. A. Matthews
Mr F. Meyer
Dr W. J. Miller
Dr W. J. E. de Mulder

Mr J. C. Taylor
Mr Wm. James
Thomson
Col. F. Townshend
Mr Edwin Ward
Mr E. A. Ward
Mrs Watton
Capt. E. A. Wendt
Mr Wertheimer
Mr G. H. Wheeler
Mr & Mrs Basil Wood
Mr L. M. Wrench

